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Issue No. 1 July 1995

DPT

Working Toward a Solution for the Central Freeway

A newsletter sponsored by the San Francisco Department of Parking and Traffic
in cooperation with the Citizens Advisory Task Force for the Central Freeway

Phase II Study In Progress

City Reaches Critical Stage in Deciding the Future of the Central Freeway.

By October, the City and Caltrans will decide whether to retrofit, rebuild or tear down the double-deck segment of the Central Freeway.

Major Goal of Phase II Study is to Build a Consensus on Preferred Alternative

The study involves a public involvement and technical work program. The public involvement program establishes a decision making framework which includes sponsoring citywide and Task Force meetings. The technical program is an evaluation of alternatives that analyzes freeway operations and surface street traffic, noise and visual impacts, public transit impacts, project costs and funding sources.

Opportunities for Public Involvement

UPCOMING MEETINGS

Important Citywide Meeting
Evaluation of Alternatives
Thursday * September 14
7:00-9:30 pm
505 Van Ness Avenue
San Francisco, CA 94102

Citizens Advisory Task Force Meetings
August 7 * August 21 * August 28 * * September 18 *
7:00-9:00 pm
1660 Mission - Room 2001
San Francisco, CA 94103

Since the 1989 Loma Prieta earthquake, the future of the Central Freeway has remained undecided. The City has now reached a critical stage where it must decide on a final solution for the quake-damaged freeway. After demolition of the Gough and Franklin ramps, the Board of Supervisors recognized the impact of the freeway on the Hayes Valley and Western Addition neighborhoods and decided that no new above-ground ramps would be constructed north of Fell Street. The Board also requested a study to improve traffic conditions in the Central Freeway corridor, which resulted in the Phase I Central Freeway Areawide Traffic Study.

The Phase I study, completed in September 1994, determined that there were alternatives to the full retrofit of the freeway that should be studied. As a result, in October 1994, the Board of Supervisors requested Caltrans to delay retrofit of the Central Freeway until the City could conduct further studies and select a locally preferred alternative.

The Phase II Central Freeway Areawide Traffic Study will be completed this September. The study is being prepared by the San Francisco Department of Parking and Traffic (DPT) and a consultant team in cooperation with a 30 member Citizens Advisory Task Force. The Task Force was appointed by the Board of Supervisors to represent neighborhoods affected by the freeway as well as citywide interests. The Board of Supervisors is expected to decide on a preferred alternative by fall of this year based on the Phase II study, and input from the Citizens Advisory Task Force and the public.

There are several opportunities for public involvement during the study. The first of two citywide meetings was held May 18 to receive public input on alternatives for the Central Freeway. About 145 people attended, representing 13 neighborhoods and 13 citywide groups. Over half those attending lived in Hayes Valley and Western Addition. Meeting participants were provided an opportunity to formally write their opinions about proposed alternatives. Most opposed any retrofit or rebuild alternatives, but favored alternatives that would demolish the existing freeway and provide either a single-deck structure or reroute traffic on surface streets. On the other hand, DPT has received a number of calls and letters from people who did not attend the May 18 meeting which support a rebuild or retrofit alternative.

The second citywide meeting will be held on Thursday, September 14 to evaluate alternatives and receive input on a preferred alternative. If you live, work, travel or commute in the Central Freeway corridor, this will be a critical meeting to attend.

The Citizens Advisory Task Force meets the first Monday of each month, except on holidays. Task Force meetings are open to the public. The meetings are an opportunity for the public to provide input on the proposed alternatives and issues that are being analyzed in the Phase II study.

PROJECT ALTERNATIVES

The Department of Parking and Traffic and its consultant team have worked closely with the Citizens Advisory Task Force to identify a broad range of Central Freeway alternatives. The alternatives currently under study have been developed based on input from the consultants, Task Force, Caltrans, and general public. The Central Freeway study area and alternatives are described below and on the opposite page.

Where is the Central Freeway ?

The Central Freeway is the elevated structure that extends from Oak and Fell Streets to I-80 east and the Bay Bridge/101 south. It consists of a steel single-deck structure east of Mission Street, and a reinforced concrete double-deck structure west of Mission Street. The focus of the Phase II study is the concrete structure between the Oak/Fell and Mission/South Van Ness ramps.

Caltrans Retrofit Alternatives

(see existing freeway shown above)

Caltrans has proposed two methods of retrofitting the existing freeway: 1) the double-deck retrofit and 2) the "hybrid" retrofit. The double-deck retrofit is a structural upgrade of the existing concrete double-deck portion of the freeway. Traffic patterns would remain as they are today, although some limited changes might be made. The hybrid retrofit would demolish portions of the freeway, and retrofit and connect remaining portions of the upper and lower decks, resulting in a single-deck freeway terminating at Fell and Laguna Streets. Traffic would continue to use a portion of the freeway during construction of both of these alternatives.

Low Deck Over Market Street

This concept was developed by San Francisco Tomorrow. It would demolish the existing freeway north of Mission Street and construct a single-deck freeway over Market Street. The new single-deck structure would go under Haight, Page and Oak Streets where it could be either open cut or covered. This alternative improves access to the Franklin/Gough Street corridor from the Central Freeway. It would require closing the freeway during construction.

CURRENTLY UNDER STUDY

South of Market Street Reversal →

This alternative is one of several concepts developed by the Citizens Advisory Task Force as the result of two design workshops held in April. It would terminate the freeway south of Market Street and reverse the direction of several south of Market streets in order to disperse traffic from the freeway onto several routes. This alternative creates a surface street in the existing Central Freeway right-of-way along Octavia Street and allows traffic currently using northbound 9th Street to use both 8th and 10th Streets instead.

← Direct Ramp to South Van Ness

The Citizens Advisory Task Force also developed this alternative. It would terminate the freeway south of Market Street and provide a new ramp connecting to South Van Ness Avenue and a new extension of Franklin Street south of Market Street.

Tenth Street Tunnel (not shown)

This alternative was developed by the consultant team. It would terminate the freeway south of Market Street and provide a shallow tunnel under Market Street and above the Muni Metro at 10th Street.

Comments on the Alternatives?

Do you have comments or opinions concerning the proposed Central Freeway alternatives? See the back page of this newsletter for information on how to call the Central Freeway Hotline or contact the Department of Parking and Traffic.

Also, be sure to attend the Citywide Meeting on Thursday, September 14 (see details on the front page). This will be the last community meeting before the Phase II Central Freeway Areawide Traffic Study is completed.

DPT Central Freeway Areawide Traffic Study
c/o Pittman & Hames Associates
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San Francisco, CA 94104

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Central Freeway Areawide Traffic Study

Questions?	*Comments?*	*Need More Information?*
Call Central Freeway Hotline **415-554-2397** for current information on the study and upcoming meetings.	Write Dept. of Parking and Traffic c/o Mr. Jerry Robbins 25 Van Ness Avenue - Suite 345 San Francisco, CA 94102 FAX 415-554-2352	Use Form Below to voice your concerns about the proposed Central Freeway alternatives.

Please Be Sure to Attend ● **Central Freeway CITYWIDE MEETING** ● **Thursday, September 14**

7:00 to 9:30 pm

505 Van Ness Avenue, San Francisco, CA

Mail to:

Department of Parking and Traffic
c/o Mr. Jerry Robbins
25 Van Ness Avenue - Suite 345
San Francisco, CA 94102

Please return form by Friday, August 18.

Name_____

Neighborhood_____

Address_____

Zip_____

Comments on Central Freeway Alternatives:

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